

30 June, 1982

MEMORANDUM FOR : Deputy Director for Science & Technology  
 FROM :   
 SUBJECT : Status of U-2 Turnover to National Air & Space Museum

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As of this writing, we are moving ahead with preparations for the movement of U-2 #347 from the Lockheed Facility at Palmdale, California to the Paul E. Garber Facility in Silver Hill, Maryland where it will be exhibited initially. Target date for the arrival of the aircraft at Silver Hill is 31st August, 1982. Between that date and Labor Day, the aircraft will be reassembled inside Building 21, utilizing personnel of the Garber Facility supported by a senior Lockheed supervisor. It seems reasonable to assume that a presentation of the aircraft to the Museum authorities could be held during the week of 12th September on a day to be agreed.

It had been our plan to have the aircraft arrive and be assembled by mid-July, but logistics problems of the Air & Space Museum, together with the expressed desire of the Air Force for a later date made the end of August date a necessity. As initially displayed, the aircraft will not be equipped with its internal avionics gear, since Air Force states that this equipment must be removed and placed in Depot storage as reserve spares for those U-2C aircraft still flying in SAC and NASA (there are now five such aircraft operational: two with NASA and three with SAC). Although the Air Force is furnishing a J-57-P31 engine with the aircraft, it will not be installed, since it is not compatible with the U-2C, only the earlier U-2A version. Attempts are being made by ADP, Lockheed and P&W to locate a run-out J-75 engine for installation in the Museum aircraft, either before delivery or thereafter as these scarce engines may become available. J-75 engines are being utilized by Air Force, not only in the U-2R vehicles and the in-commission U-2Cs, but, in their P-13B version, in the TR-1, which will number as many as 35 aircraft when production ends in 1985. The engine itself has been out of production since 1965 and was last used operationally in the F-105 model aircraft, now being phased out of the National Guard inventory.

Article #347 will be moved from Palmdale to the Washington area in a convoy of three flatbed trucks contracted for by Lockheed. The convoy will leave Palmdale the weekend of 21 - 22 August. Ground handling equipment for the move is being loaned by NASA from their stock of such items at Moffet Field near San Francisco.

Perhaps it is time to alert the Director and the DDCI of the timing of the proposed presentation, and to see what the composition of a desired guest list might be, including members of Congress and the Air Staff. Museum authorities have offered to furnish a photographer of their own for the occasion, but perhaps the Agency may wish its own still and motion picture photographers to record the event.

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